



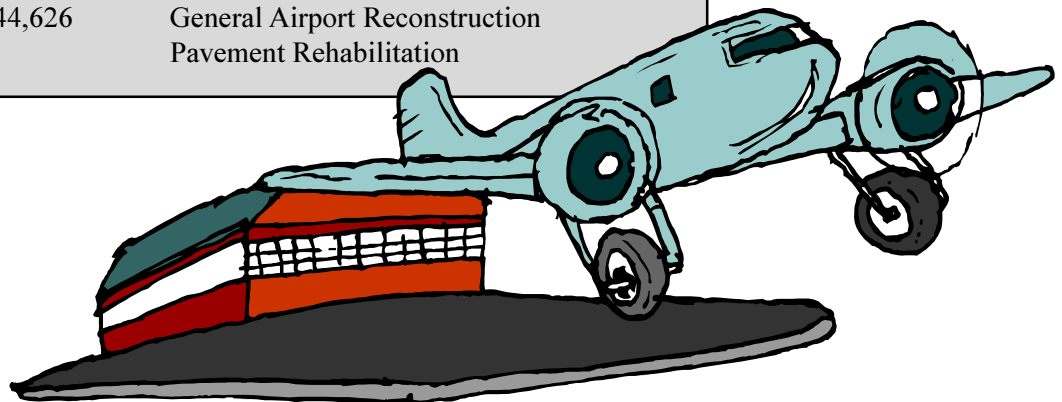
GA Airport Loans and Grants Awarded

By: *Jim Greil, Airports/Airways Bureau Chief*

Every year, the Montana Aeronautics Division makes available grants and low interest loans to eligible airport sponsors throughout Montana for the purpose of airport improvements. Any airport that is publicly owned and for public use is eligible. Each airport is sent an application in October of each year and application deadlines are at the end of January. The Division can provide grants in the amount of up to 50% of the sponsors cost and/or loans for up to 100%. The loans are to be repaid at ½ of the prime-lending rate. Any type of airport project is eligible and projects can be applied for retroactively. After receiving the applications, the Division will rank the applications and provide the results to the Aeronautics Board at their spring meeting, where the board will award loans and grants at their sole discretion. Most airports applying for money will have representatives speak on their behalf at this meeting. The money for these loans and grants comes from a 2 cent per gallon tax on general aviation fuel.

As is the case nearly every year, this year the Division received a record number of loan and grant applications. Nearly 2 million dollars in financial aid was applied for, but the Division had only \$700,000 in money to award. After the smoke had cleared, the Division had awarded the following airports the amounts listed. Our hats off to the Aeronautics Board and the many engineers and community representatives that put a great deal of time and effort into their presentations.

Airport	Grant	Loan	Purpose
Bridger	\$7,500		Pavement Rehabilitation
Columbus	\$15,889		Taxiway Extension & Other Improvements
Conrad	\$40,000		Pavement Rehabilitation
Deer Lodge	\$13,500		Land Use Planning & Wildlife Fencing
Dillon	\$17,695		Apron, Taxiway & Pavement Rehabilitation
Glasgow	\$44,000	\$35,000	Second Runway and Apron Rehabilitation
Hamilton	\$75,000	\$108,874	EA & Land Purchases
Hot Springs	\$6,075		Lighting and Runway Extension
Philipsburg	\$50,000	\$60,000	New Airport
Plentywood	\$4,000		Debt Relief on Runway Improvements
Roundup	\$36,000	\$36,000	Lighting and Pavement Rehabilitation
Sidney	\$46,000	\$15,500	Pavement Rehabilitation
Superior	\$34,341	\$44,626	General Airport Reconstruction
Townsend	\$10,000		Pavement Rehabilitation



Administrator's Column

Supplemental Funds Provided: US Secretary of Transportation Norman Mineta announced \$175 million in supplemental funds to 317 eligible airports for heightened airport security since the tragedies of September 11. The funds, provided to airports out of the Department of Defense's 2002 appropriations act, will help defray costs associated with additional law enforcement personnel, airport surveillance and the revalidation of all airport-issued and approved identification. The eligible airports that applied for these additional funds are those with regularly scheduled passenger service and that have an airport security program under FAR Part 107. Montana airports receiving grants are: Billings, Bozeman, Missoula, Kalispell, Great Falls, Helena and Butte. Although these funds will help, associated costs at these Montana airports continue to escalate.

Administration Asks For Additional Supplemental: The Bush Administration has asked Congress for \$27.1 billion in supplemental appropriations to fund the Transportation Security Administration (TSA) in fiscal year 2002. The agency is expected to budget \$175,000 for installation and terminal modifications of each explosive detection system (EDS) machine installed to meet the requirement that all checked bags be screened by the end of this year. The cost of an EDS machine is \$1,000,000 and not included in this appropriation. TSA chief, John Magaw said the TSA will be looking at this requirement on an airport-by-airport basis to decide what "two to three" technologies could work at a particular facility. The ACI-NA and AAAE will conduct a survey of 85 airports in an effort to collect information to be used in preparing full site surveys to meet the 100% baggage-screening mandate. Of the 85 airports being surveyed, none are in Montana.

Montana Airport Managers Draft Resolution: Suffering a great deal of frustration with airport security mandates, the Montana Airport Managers Association (MAMA) recently drafted a resolution and presented it to Montana's congressional delegation. Montana airports continue to lose money, (despite the \$175 million released), are losing tenants, spending reserves and feel it is necessary to stop any expansion of TSA's

authority beyond the security area. Made a part of MAMA's resolution were the recommendations proposed by AOPA, EAA, GAMA, HAI and NBAA for enhancing the security of general aviation operations. Montana's congressional delegation is communicating with Secretary Mineta about security issues and costs associated with the federal mandates relative to Montana's airports.

AOPA Proposal Gains Support: AOPA's petition to FAA to require that pilots carry government-issued photo identification (driver's license, passport, etc.) whenever they pilot an aircraft is gaining support. That ID, matched with the information on a FAA pilot certificate, would positively identify legitimate pilots. One of the key issues in addressing general aviation security is the ability to immediately identify general aviation pilots. This measure is a common sense, low-cost and easy to implement measure, according to AOPA President Phil Boyer. Endorsing this proposal in a letter to FAA Administrator Jane Garvey is influential Senator Max Cleland of Georgia.

DCA Returns To Pre-9/11 Airline Schedule: Secretary Mineta announced that Reagan Washington National Airport (DCA) would be permitted to resume its pre-9/11 airline schedule starting April 15. However, no official schedule for the resumption of Part 91 or Part 135 operations has been announced. General aviation operations – which accounted for nearly 60,000 movements at DCA last year – have been barred from DCA since the attacks.

CANPASS Program to Resume: Canadian Customs and Revenue Agency (CCRA) announced that the CANPASS Private and Corporate Air Programs will resume at 176 airports in Canada beginning April 2. The CANPASS Air programs – which allow pre-screened, low-risk travelers to clear customs quickly – were suspended immediately after the terrorist attacks on 9/11. The restored CANPASS Air Programs will be available only for flights from the US to the 123 designated airports of entry, plus an additional 53 "designated-air" only airports. For more information visit the CCRS website at: www.ccrs-adrc.gc.ca



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Calendar

April 18, 2002 – Kalispell Montana Pilots Association, Search & Rescue ELT training/refresher by Jeanne MacPherson, Ray Sanders & Bill Werner. Rocky Mountain Avionics, North Hangar – dinner at 6:30 p.m., \$10.00 – meeting starts at 7:00 p.m., for further information contact Ray Sanders at (406) 752-3591.

May 3, 2002 – Valley Hangar will be hosting the annual Young Eagle rides. Any EAA members wishing to help with the rides contact Ken James (406) 228-8114 or e-mail pilotken@nemontel.net.

May 4, 2002 – Search & Rescue and ELT Training, Glasgow Airport – Jeanne MacPherson, Aeronautics Division. Contact Ken James (406) 228-8114 or e-mail pilotken@nemontel.net.

June 1, 2002 – Third annual Lake Chelan Fly-In (S10) – Montana Pilots are invited to Chelen, WA for the third annual Chelan Fly-In (S10). Pancake breakfast 8:00 AM, lunch, information (509) 682-3841.

June 1 & 2, 2002 – Jeanne MacPherson, Aeronautics Division and the Montana Pilot's Association are hosting an Air Search & Rescue exercise at the Miles City Airport. For further information contact Jeanne MacPherson, (406) 444-2506, jemachpherson@state.mt.us or Lonnie Leslie (406) 232-1354, lonaire@midrivers.com.

June 7-9, 2002 – 53rd Annual Homesteader Days, Hot Springs. Participants are welcomed and encouraged to fly in to this event. For further information call Don Theeler (406) 741-5040.

June 8, 2002 – Laurel Airport Annual Fly-In & Airport Dedication, Pancake Breakfast sponsored by EAA, Young Eagles Activities, Airport Dedication, Steak Dinner & Dance. For further information contact Pete Whiting (406) 656-1836 or email pesal@prodigy.net.

June 16, 2002 – Annual Father's Day Poorboy Sourdough Pancake Breakfast Feed, Bass's Beacon Star Airfield, Moore, MT.

June 22-23, 2002 – Flathead hangar will host the Spotted Bear/Meadow Creek Airstrip Work Weekend focusing this year on Meadow Creek. The USFS is very supportive of the efforts to help maintain these airports. For more information contact Perry Brown (406) 892-3996 or pbrown@digisys.net.

July 4 – 7, 2002 – Fort Peck Fly-In, camping at the Fort Peck airport (motel close by if needed), boating, fishing, water-skiing. Fort Peck Theater and much more. Contact Lanny Hanson for information (406) 228-4848.

July 12-14, 2002 – Schafer Meadows Work Session.

July 20-21, 2002 – Heart of the Rockies Airshow, Helena Regional Airport special acts including Blue Angels. For further information contact Helena Area Chamber of Commerce (406) 442-4120.

July 20-21, 2002 – Vectren Dayton Air Show presented by Kroger. Website www.airshowdayton.com.

August 9-11, 2002 – 9th Annual Splash In – Fly In – Stillwater Landing. For information contact Bill Montgomery (360) 629-7453 or (425) 750-6100 (cell), summer Montana # (406) 881-2236. Website: www2.Whidbey.net/stilwInd.

August 17-18, 2002 – Montana Fun Weekend – Cut Bank Airport. Contacts: Rick Kraft (406) 873-4929, Dave Anderson (406) 873-2153, or Dave Ries (406) 873-2601.

August 24, 2002 – Polson Fly-In & Steak Fry/Pot Luck. Please bring hot dish or dessert. For more information call Tom Seabase at (406) 883-9392 or email Tom at aeroworks@aeroworks.net.

August 31 – Sept. 2, 2002 – Cleveland National Air Show presented by Discount Drug Mart. Website: www.clevelandairshow.com.

October 11-13, 2002 – Springfield Air Rendezvous 20th Annual Air Show, Capital Airport, Springfield, IL. Featuring the Canadian Snowbirds Team. For additional information, contact the air show office at (217) 789-4400 or visit website: www.springfield-il.com/airshow.



The Port Hill Idaho Airport is now open to seaplanes for customs services.

North Fork productions will be using the August Airport to shoot a scene for a movie they are making. The date for filming is May 11; pilots need to check NOTAMS on or around that date.

Glacier Park International Airport in Kalispell has a new control tower and related radio frequency changes. The tower local is 124.55, ground is 121.6 and the ATIS is 132.625. Operating hours of Glacier Tower are from 0800 through 2400 local daily. The CTAF is 124.55 and when the tower is closed the runway and approach lighting is pilot controlled on 124.55. Edwards Jet Center, Fixed Base Operator can be contacted on frequency 122.95. Welcome to all Montana pilots and passengers!

On April 18 the Kalispell Montana Pilots Association is sponsoring a Search & Rescue ELT training/refresher clinic taught by Jeanne MacPherson, Ray Sanders & Bill Werner. The clinic will be held at Rocky Mountain Avionics, North Hangar – dinner is at 6:30 p.m. at a cost of \$10.00 per person, the clinic will start at 7:00 p.m., for further information contact Ray Sanders at (406) 752-3591.

Copies are still available of the AOM video "Take it Up". The video produced by Banik Creative Group of Great Falls is a short video on aviation in Montana. If you haven't had a chance you can purchase a copy from the Montana Aeronautics Division (406) 444-2506 for \$35.00 (5 or more for \$25.00). The money collected goes to the Aviation Organizations of Montana (AOM).

Montana Aviation Conference



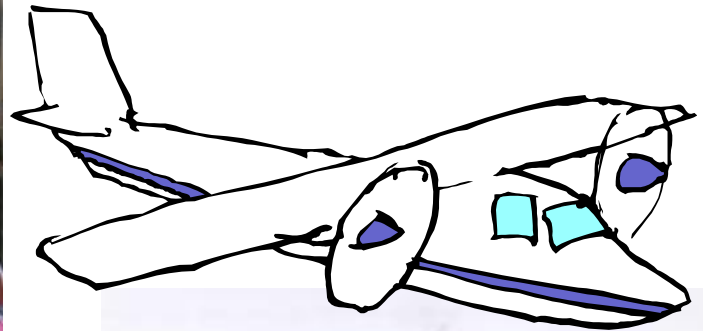
The exhibit hall was the place to be at this year's conference with 47 exhibitors in attendance. The Montana Pilot's Association is an annual attendee and everyone looks forward to the 50/50 drawing, the money collected goes into the MPA Junior Pilot Scholarship Fund.



Friday's luncheon speaker Addison Pemberton kept everyone well entertained with his stories on the Boeing 40 restoration project he has taken on.



Airframe and Powerplant mechanics gathered in Bozeman to attend the Division's annual Mechanic Seminar/LA renewal. Thanks to Steve Jones & FSDO staff for their help with this great program.



Dr. Ken Conger & Richard Galli conducted a concurrent session on "The History of Mountain and Winter Warfare". This session was very well attended and comments received were excellent.



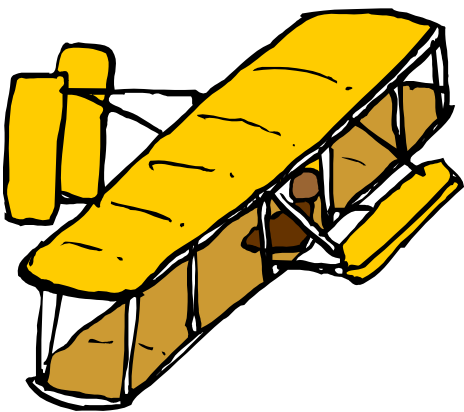
Doug Parrott retired Northwest Airlines pilot presents the Parrott Family Scholarship to Brad Hauge of Red Lodge. This was the 6th year the Parrott's have sponsored the generous scholarship of \$1,000 for a student enrolled in the Rocky Mountain College aviation program. Congratulations Brad!



Teachers attending the workshop were taught aviation navigation applying math skills for computations, which included, true course converted to magnetic course and ground speed with wind correction.



David Bixby from Missoula did an authentic cameo presentation of Wilbur Wright. His model Wright Flyer took 6 months to build about the same time that it took the Wright Brothers to build their flyers.



Linda Marshall, Conference Chairman presents Saturday banquet speaker Brigadier General Robin Olds with a painting donated by Toni Heckel of Kalispell. We thank Toni for her generous donations to the conference; the speakers were all very honored to receive such a beautiful work of art.



Norman N. Wortman

On February 12, 2002, Norman Neal Wortman filed his final flight plan with our Lord and passed away peacefully at home in the arms of his family. Although the cancer which he fought for so long was in remission, he succumbed to a secondary infection of meningitis.

Norm is survived by his wife, Wilma of Helmville; daughters and sons-in-law, Naomi and Tom Esp of Big Timer, Keryl & Jeff King of West Union, W. Va., Barb Zercher of Eatontown, N.J.; and son and daughter-in-law, Paul and Maggie Wortman of Bozeman, and 12 grandchildren.

Norm served in the U.S. Navy Air Corps in the South Pacific Theater during World War II. He spent more than 30 years with the U.S. Forest Service. At the time of his death, he was the Civil Air Patrol search and rescue coordinator for the state of Montana.

Norm was loved and respected by all who knew him, and he will be sorely missed. Our sympathy goes out to the entire Wortman family.



Aviation Education News & Events

Team America Rocketry Challenge - A design challenge for U.S. high school student teams to design, build and fly a multi-stage model rocket that carries two raw eggs and an electronic altimeter as close as possible to exactly 1,500 feet. www.aia-aerospace.org

Sally Ride Launches "Imaginary Lines" - Sally Ride, first American woman in space, launched a company, Imaginary Lines, whose mission is to excite middle school girls about science. Imaginary Lines offers science festivals, a Sally Ride Science Club, and space camp adventures. If you know a middle-school girl, or if you work with girls in this age group, you might want to pass along this information at <http://www.imaginarylinesinc.com/index.html>.

"When everything seems to be going against you, remember that the airplane takes off into the wind, not with it".

Henry Ford

Search Coordinators Attend National School

Ray Sanders, Leif Torgerson and Bill Werner attended a weeklong inland search and rescue-planning course held at Fort Harrison in Helena. The course was presented by the U.S. Coast Guard Training Center from Yorktown, Virginia, and was a comprehensive, graduate-level look at inland search theory and its application to planning air searches for missing aircraft. The course centered on tools to help Search and Rescue Coordinators determine where to search, how to divide an area between limited resources and how to craft the overall search effort to gain the highest likelihood of finding the missing aircraft.

Ray Sanders and Bill Werner are search coordinators from District Two (Flathead and Lake County) and Leif Torgerson is the search coordinator from District 3 (Glacier, Pondera, Toole and Liberty County). These important positions are volunteer and we applaud the work that these people do, Montana Aeronautics Division sponsored their attendance but the week of time was freely given. **Thank you, Ray, Bill and Leif!**

Aviation Career Academy

The Federal Aviation Administration and the Montana Aeronautics Division are sponsoring a five-day aviation career program in cooperation with the Helena College of Technology, July 16-20, 2002. The program includes exploring aviation and aviation careers, ground school, airplane & balloon flights, survival/backcountry medicine field day, Great Falls Airport tour, Flying an F-16 simulator and spending a day with the Blue Angels.

The Academy is based in Helena, Montana and is offered to sophomore, junior and senior high school students. Enrollment size is limited to 15 students; the cost to attend is \$50.00 with \$25.00 scholarships available. For an application and further information please contact Jeanne MacPherson at (406) 444-2506 or jemacpherson@state.mt.us.

Airport Tour



The Mom's Club of Helena stopped by the Aeronautics Division last month for a tour – the kids watched a video "Jay Jay the Jet Planes First Flight" and got a chance to sit in the state's Bonanza with Jim Greil and take a pretend flight to Disney Land. The kids enjoyed their day and were each presented with a "Future Pilot" sticker before heading home.

Amazing Women In Aviation



Jeanne MacPherson of the Aeronautics Division got a chance to visit with the famous Evelyn "Bobbi" Trout while attending the "Women In Aviation, International" Conference in Nashville, TN. Bobbi Trout was born in 1906 and fell in love with aviation at the age of 12, she was the fifth woman in the USA to obtain her transport license. She set the solo endurance record for women in 1929, staying in the air 17 hours and 24 minutes, one of the local papers had the headline *"Tomboy, Stays in Air 17 Hours to Avoid Washing Dishes."* Four months later she shattered an altitude record for light class aircraft climbing to fifteen thousand two hundred feet. She and Elinor Smith set the refueling endurance record in 1929 during the Powder Puff Derby, setting a world record of forty-two hours, three and one-half minutes and refueling three and one-half times, she and Elinor then broke their first record in 1931 staying airborne for 122 hours, 50 minutes; covering 7,370 miles at an average speed of sixty miles per hour; taking on 1,138 gallons of fuel and 34 gallons of oil. Bobbi continues to lead an active and full life. In 1976 she was awarded the OX5 Pioneer Woman of the Year Award and in 1984 she was inducted into the OX5 Aviation Pioneers Hall of Fame. She is a director of Aviation Archives, a California nonprofit corporation to preserve aviation history.

Art Competition

The first EAA Sport Aviation Art Competition was held in 1977 at the EAA Air Museum in Hales Corners, Wisconsin. This Competition originated at the suggestion of EAA Member Jim LaMalfa, and has run continuously since. Works executed in two-dimensional media with an aviation theme are eligible and should represent the following EAA member interests: Homebuilders, Aerobatic, Warbirds, Vintage Aircraft, Ultralights and Flight Instruction. Photographs may not be entered. Adult entries are due by April 26, 2002 and youth entries by June 10, 2002. Please call (920) 426-4877 if you have any questions regarding the Art Competition, or you may email your questions to Lcurtis@eaa.org.



New EAA Endowment

Women seeking a career in aviation have a new avenue of support this year as the EAA Aviation Foundation is offering six paid, six-week internships through the Florence Coffy Gregory Endowment for Women in Aviation.

The endowment's goal is to advance women's future role in aviation. The internships are open to female aviation enthusiasts age 18 and older, and will take place July 14-August 25, 2002 at the EAA Aviation Center in Oshkosh. Experiences include on-to-one mentorship, meaningful experience within their interest area in the EAA organization; and attendance at EAA AirVenture Oshkosh, the world's largest general aviation event. In addition, they will participate in the EAA First Flight Academy, where they will receive ground school instruction and eight hours of dual instruction leading to the solo flight experience. They will be housed in the beautiful EAA Air Academy Lodge on the EAA grounds.

"As women's participation levels in aviation are much lower, percentage wise, than in many professions, it is often difficult to find mentors or support to help women advance in the field," said Greg Anderson, Executive Vice President of the EAA Aviation Foundation. "Through a generous endowment gift by the late Florence Coffy Gregory, EAA helps make a difference for women pursuing their own dreams of flight."

Gregory, who died in December 2000 at age 98, was regarded as one of the first licensed women pilots in Illinois. She was also a longtime EAA member and participated in the organization's fly-in convention, now known as EAA AirVenture and held at Oshkosh, Wis.

The internships include lodging, meals and a \$1,000 stipend. Application deadline is May 1, 2002. Applications are available through the Aviation Education area of the EAA web site (www.eaa.org), or by mailing to Judy Rice, EAA Aviation Foundation, PO Box 3065, Oshkosh, WI 54903-3065.

Air Force Fighter Owes Much To Montana Company

By: James R. Greil, Airports/Airways Chief

The Air Forces most advanced fighter, the F-22 Raptor, owes much of its construction and design to a little known Montana Company, Summit Design and Engineering. Recently on March 15th, Officials from Lockheed Martin, The Boeing Company, Pratt and Whitney and many sub-contractors converged on Helena to pay homage and learn a little bit more about Summit and the advanced tactical fighter it helps to build. Also on hand was the chief test pilot of the F-22, Bret Luedke, a Billings native, and Senator Conrad Burns.

The fighter is destined to be America's frontline fighter in the not so distant future. The first operational squadrons of Raptors are scheduled to be in service in 2005. The fighter is designed to be a stealthy, all weather interceptor, capable of both air-to-ground and air-to-air operations. Much of the performance and capabilities of the aircraft are still classified, but some

of the widely known elements of the aircraft is that it's radar cross signature is similar in size to that of a bird, and that the aircraft is meant to cruise at supersonic speeds without a high frontal heat signature or without the use of afterburners. It has internal bomb bays and apparently has some convention aircraft qualities such as flares and chaff. The aircraft has a price tag of \$92 million with current commitments for the military to purchase 339 of them.

The Helena based Summit Engineering and Design has been awarded contracts in the past for construction of parts of the prototype F-22 wing spars and assembly tools and to design large portions of the F-22 assembly line. Currently, Summit has also been awarded contracts to construct parts of the engine access doors and other related parts. Summit's employees and owners have strong ties to Montana and the company plans to stay put in Helena. The

company owns and are using a couple of very expensive and very sophisticated multi-axis milling machines and other various high-tech production tools. The parts that the company builds for each aircraft have a very high price tag, into the hundreds of thousands of dollars apiece. Due to current federal contracts, Summit is also undergoing a major facility expansion and upgrade at the Helena Airport.

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Thirty-two hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,248. This includes \$250 for production, \$768 for postage and \$230 for printing.

April, 2002



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